

LOG OF LIGHT

ONE BANFIELD
EEL CHUSETTS

PAINTED
IS
NECESSARY
INSPECTION

1872
WY/03243-
25 10
#88

Franklin Sherman

NH A

83-39-A

Int. volume

M.S.

Ice Before Cruisers.

Water

Kerosene

Alcohol

Tea

Coffee

Sugar

Soap

Salt

Butter

Milk

Cream

Towels

Rish towels

Flour clothes

Churn cloth

Paper Napkins

Baranets

Tools

Oil skins &c -

Charts

Proper dishes

In order

Shore

Food basket

Lamps

N122

Presents given
me for the light.

Brass kniade and liquid compass
Pee Jacket U.S. Navy
Stein and full service of plates etc.
Private Signal Flag
Binoculars (Military)
Wrist Watch.
Leather waistcoat
Ship's Clock
Bottle of Medford Rum.
Behan's Can. -
Cordons

May Sefford
Sahibkum Field
E.L. Wilson.
Ethel and Harry Curtis
"The Village Company."
Harrold Gault,
William Wallace.
Tai'an
Lady.
Rosemary.
T.

SEE Rear of Book for Notes.

Lead line - notes. At about a fathom from the lead, insert a wooden toggle for the leadman to handle it by.

Calling. If the 3 fathom mark is even with the water call "By the Mark, Three!"

If the leadman judges the surface to be between 3 and 5 fathoms he calls "By the deep Four."

If $3\frac{1}{2}$ fathoms

"And a half Three"

If $3\frac{3}{4}$ fathoms

"Quarter, less four"

Cat-boat "LIGHT"

Dimensions

Overall

Waterline

Beam

Height of MAST
Length of Gaff
Length of Boom.

Engine.

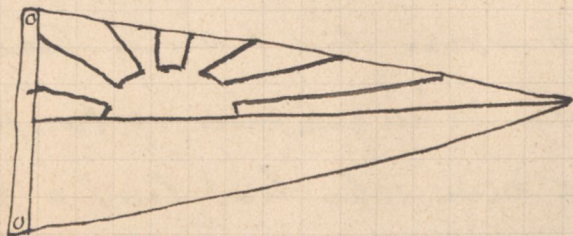
History and Log of the
Catboat "Light". 1

The first time I saw this boat she was called the
"Black Cat". I was standing on Steamboat wharf
Nantucket, when suddenly around Brant Point came
a big cat boat with beautiful lines - jet black and
shining - glistening. The wind was a three-seer and
she came in under a full bellying sail - with whistle.
She anchored quite near the Lillian's moorings
and I saw ~~four~~ ^{three} men aboard of her. I waited till
they came ashore - the Frank Livermore, a Paul
Matheson, a Judge from Providence - ~~the fourth I forget~~.
I went up to them and fairly raved about the
boat. The Livermore told Matheson to take me aboard
which he did and never did I see a boat more
perfectly appointed - a masterpiece of carefully thought
out wrinkles, by a man who had had a life long
experience with crossy cat boats. On coming ashore
I raved again to the Livermore who said that
cat boats were human - and he'd ^{almost} kissed them.
A fine oldish gentleman - with a keen eye and a

happy generous spirit - he invited me to take
a trip across to Chatham I think it was - but I
was busy on a play and could not do it at
this time - regretfully declining. I remember saving
the rest of the day. Charles Collins said at
the time she was the finest boat going
This was in the month of year

I always remembered her and talked of her during
my two years with "The Aloha" a 23 catboat originally
called the "Ethelmar" - built by Herbert Cook, which I
bought from George

In discussing the name Mary decided on "Light" and
we made the private signal of a yellow rising sun over
a blue horizon.



The History of The Purchase.

1919

I went down to Nantucket for Holy Week to stay with
W. Wallace at his boat house arriving Tuesday April 15th
- that night we went to see C. Collins. I had pre-
viously written to him saying I had the money in the
Bank ready for a 25 cat boat. To my regret and
sorrow he told me the Livermore was dead and his
estate was about to sell this boat. - that he was joining
up next A.M. and would telegraph me if she was sold
other wise I was to meet him at Pawtucket cove.
on the following Sunday. He left and on
Thursday night I received a telegram saying the
boat had been sold. I was bitterly disappointed
but I sent a telegram to Collins saying I would
meet him in Pawtucket Sunday morning anyway
to have a look at the boat. - because I loved
her and wanted just to see the masterpiece
again. I left that Friday A.M. Wallace cooking
my breakfast for me - arriving in Providence at
1:30. My mother-in-law E. L. Wilson met me
down to Bristol to the Herrschoffs yards but they

told us it was impossible in these waters to
pick up a shallow draft boat. Next A.M.
Sunday we got Geo. Evans another marine and
motored to Pawtucket and there beheld her
lying at low moorings - a radiant ^{her} opera singer
of a boat. She stood up proudly, with beautiful
lines, a veritable monument to Frank Livermore.
How alive she looked! No one seemed to know
who had bought her. We then tried to find
the lady - going to her house on Ohio Av.
but he was out. After a fruitless time
in other yards - we gave it up as a bad job
and I telephoned to Nantucket - Collins saying
when I came down again we would go and try at
Marblehead. I came home Monday A.M.
and told Mary. - "Who bought her" she asked
"We couldn't find out" I said - "But George Evans
will know." So we telegraphed E. L. Wilson to
find out the owner's name - on Tuesday April 22nd
and received an answer the same day. They will come
to see her that afternoon - E. V. Rosewood.
at 4/5th Street but he was out.

check and gave it to him. He gave me a receipt & I took it back to the bank ^{where I had it} and

Mary went to call again on Mr. Rosemond M.S.
on Weds. April 23rd and he received her (ex)
She told him how we loved the boat and he
being a true and generous soul turned her
over to us saying, he had had 60 boats, ^{in his life} and
as we seemed to want it more than he
did - it was ours. We met at 3 P.M. and
talked all afternoon on ships and the sea and
made out the Bill of Transfer. I invited him
to cruise her down with me to Nantucket
from Pawtucket on which, he sportingly accepted.
On Friday he lunched with me at the
Century Club and we made arrangements to
leave on the Providence Line - Tuesday night
April 29th - arriving at the Cove Weds A.M.
April 30th. I have telegraphed C. Collins to
Captain to elow - the idea into me no
sealed orders, but take it in easy stages
with a stop at Oysterville to see the Crocks
and take the lady as far as Newport if
possible. Collins answers O.K.
Arranged for Dinner etc. Suits of yellow oilskins.

I want to see
and get a receipt
if I could not
\$1000.
\$5000
at that interview he said

Arctic Sou' wester. a U.S. Navy Watch cap and
racing Sneakers. Also Rubbers to wear over Sneakers.

April 28th - Rubber's purchasing Can buoy - shackles etc.

Negs for charts from Providence to Nantucket - pair dividers
Ship Chandelis for blue firmans flannel shirt and
duffle bag - also belt

April 29th Gene Rosemond and I left on the ratty
old joy line - seeing the captured German subma-
rines in the harbor of New York. Horrible creature.
We arrived at Providence - went to the Crown Hotel
where we had a solid breakfast. Then Elley met
us in his motor and we bought rubber boots
and dunnage. Then to see the Cady at his office
where we signed the transfer ~~etc~~ etc.

We then all piled into Elley's car and went out to
Pawtucket where Collins was waiting for us. The
anchors - sail unfurled all ship shape and ready - he
had come up a week ahead like the dear friend
he is to get every thing in ship shape style "by time"
as he calls it.

We all went aboard the Cady giving us a bottle of
Medford rum - and the skillet the Lorraines
had used. We all sat in the cabin and drank
to the Lorraines' memory. Then Elley with a
table spoon of rum went to the bow and Christened
her the "light" - Collins bent on the private signal
Elley said "I christen thee the light - may no
darkness ever come nigh thee!"

Collins had her well stocked with food. A ham.
biscuits etc. Had a kerosene stove in case we
got cold. I then rowed Cady ashore with
Elley came out and we got under way leaving
him at the wharf. Cady's last words were
"I hope you have as good a time as I am in boat."

Log of The first Cruise

April 30th 1919

Left Pawtucket Cove moorings at 10:10 AM.
Fair tide - Cloudy wind sharp. Running
free.

AM 10:30 - Cloudy - wind dying.

10:45 Kalamint light abeam

12 PM. Anchored off Copper Wrote - (old) Below
Brital. for copper cross ballast as
in felt tender. Took out with tender
- Gene and I - ~~500~~ pounds of ballast
Charly stowing it.

1:20 P.M. Started engine - passed through
Twintin under two draw bridges -
blowing horn for them to open - strong
head tide. Great sight - clear -
sunny - warm - breezing up from SW.
Dinner under way - cooked by Gene
Coffee - ham sandwiches and rum!

The rule being that no tot's portioned out
until we had earned it
Breezing up hard.

4 P.M. Fee of Sanchy Point. 3 reef breeze
springing up "butt end foremast"
Anchored for claws. Went ashore - No
luck.

4:20 Oilskins - took in 3 reef. Blowing hard from
SE. 1/4.

4:40 Salmon in sight.

5:15 Anchored here of Fogland Pt. went ashore
for a small number of claws. No luck.

5:30 Up anchor and engine going, started to
the final stage.

7:30 Came into Sakonett having to dodge
nets - and lobster pots.

Dusk.

Came up to the dock. Cold. Went ashore and
bought lobsters and more groceries, filled
water bottles. Bought more things. Telegraphed
to N.Y. from a local grocery store.

Charly cooked a fine meal - lobsters, boiled
potatoes - bread - fruit.

Turned in at nine and slept like a swarming
men.

2nd Day

May 1st Up at 4:30 - Charly rousing us.
Made toilets. Cooked breakfast left at 7.
got outside and started. The engine going after
terrible time. Fished. Hitting Gene on the
head. Almost dead calm.
A fine run up back of North Shore.
Saw Cully Hunt in the distance.

1:05 Passed through Woods Hole under power
and sail - tide against us 8 miles an hour.
Collins saw a seal. Storm signal at Charing
S.W. winds.
Lunch on deck. Here sandwiches I run.

Going steady - engine never missed
a revolution. Arrived at Cotuit at 6:30 and passed through
the cove and tied up at the dock of
Herbert Crosby at 7 P.M. Very tired but
happy. Raining night. William and
Herbert and Mamma called - sat in the cabin
while in cockpit and in all talked about.

at night part 2

at night part 2

at night part 2

3rd Day

May 2nd All day resting at Crook's yard.
Telegraphed N.Y. Gene bought a new cat.

New Crotch.

Fly
Slipped man forward.
Crotch on Berths
Ventilator holes
Eggs for lazy jacks.

Gene fixed air pump. Sun. dried cushions
and every thing. Lamps cleaned and filled.
Then decided to get to Colicut so as not to
waste time in the morning. Had a fine day
talking and gossiping with the Crooks, as fine
a set of gentlemen I ever knew.

Left 6.05 and sailed to Colicut - deciding to
go outside & come into the breakwater at
Oriskany so as to get away quickly.

4th Day

Saturday May 3rd After a fine night's sleep
and a fine dinner with Beards. Up at
six - fried eggs & bacon.

7.10 Up anchor & away. Cowen laid down S. for
Nantuxet.
Glorious weather. Warm sunny Wind light
S.W.

8.40. Light Cross Rib light ship.
Good breeze fresh.

9.44. Light Half Moon Head.

9.20. Half Moon stream.

9.50 Light Nantuxet - took drinks all round.

Found Compass err - what we thought was ^{Walt. Ten}
Great Point light.

Began to blow first guns - heat wind & tide.

Anchor unslipped - engine going - slipped seas.
Got wet through firing anchor - got two complete

anchors. Saw life savers when we crossed &
passed came into Nantucket through the breakers.

Took Chalk w/ all our strength to get around.
Brant Point - came shooting into our mooring
at 12 AM. as Wallace shot off Boat Haul
gun of welcome.

Got out all cleannap for drying -
cleaned up ship & made all snug.

Worked like heavens - in time of Mary &
Gertrude Purcell who was due in the ship.
They came in to find us all ship shape & Bristol
for lunch. Wallace - Mitchell - Andrews and I then
went about to visit us.

5th Day Sunday

Day of rest. Slept aboard & out at
Hotel.

Rosam left Monday. Took off propeller.

When I anchored her opposite Charleys - I had
to leave in May 22nd for England to
produce 3 Wise Fools. I then returned
in August and found that Mary had
purchased the boat house from Capt Robinson.

For 1000.00

Before the summer was well on we
(even! I bought it outright - one of the last water
bought in
once when
I saw the
possibilities!) bought it outright - one of the last water
lots on Nantucket. Finding the mast too
long, also boom - I sailed on in October to
Osterville with Charley and put it up for
the winter with Wilbur Crosby. We
had a wheel put on instead of a tiller.
a new sail and a coffee grinder gear (wood gear
with drum) to haul up the center-board.

In June 1920 Charley and I went over with
Sandy Smith on the yacht from Haverhill on
small hatch and blew us to dinner and
motored us over with Douglas to
Crosby's where we put the old gal
into commission and sailed then at 8 P.M.

getting to Nantucket 9 AM.

A beautiful starlight night, wonderful
sailing and watches.

121 Real Sail 1920.

July 6th - Tan! set sail at 11:30
went back of Fri. Frips shoal
for the day. Dined - & came home
to the mooring where we had supper
with the lin. lights - a yacht party
near us. One of the days of days!

July 9th - Wind S.W. Light variable.
Maynard T. at 1 a same cruise to
5 Frips Point. Swam. Sailed to
moorings. Sloop Medora - and others
for N.Y. Yacht Club cruise. Supper at
moorings. Found a sailing dog.
Beautiful rain day. Stayed about
till 9. P.M. They bring Swam
left today with provision of bean
screens.

July 11th 3:PM. to 4 o'clock
But. et al. with T - to Pocomo.
Fog & rain. W - S.W. Tea
at moorings

July 16th - Jessie Francis T. J. I. L.
5 F. Elms 2 15 - Brown's at 6.10
Sun. Tex. Tried to Barry.

July 17th - J. F. T. J. I. L. 5 F. S. at
11.20 - Sun. - need to Barry -
who had Karl Ritz - Donald about.
We had lunch. Slight - Tried to
arrange for the 1st time.

Preparing for Race. July 24th
Wind blowing 38 to 40 - 45 mph is gusts.
All the boats backed out but Sid's
and mine. The race was called off
so Sid challenged me. I had Bertha
and Li West and the Mantis Bros. I also
invited Col. Andrews, as my guest.
Sid challenged me so we layed out a
course in the harbour and went
3 times round it. I nearly blew away
before we started getting the boom in the

water. Then the real race was a thrill
that will only come once, because Sid was
ahead all the way at the first gust
nearly blew us both over at times.
I had the advantage of Sid of having
a perfectly trained crew. Butler
was magnificent and sailed a beautiful
race. Our jibes won the admiration of
the town. The Water Front was out in
great numbers and Leets with T. followed
us in the Tamarisee. On the last lap
Sid should have won but he tried a
North River jibe at everything went wrong
Ba & Nundy & Myron & Reese at bigger
beats while Sid just looked on
and laughed. Of course we jibe and were on
a half a lap. I gave my crew water
milk - coffee & champagne. Great times
at Sid's boatman discussing whether I
should have the cup or no.

During this week took Larry Clark and
a boy called Pete for a calm sail.
Then a day with the Barry at Key
Post Bend.

Then Sat. July 31st Sid re-upped with
Karl Adam and Jim Todd - and
topped - sailed a race with us to
Pocomo and back - Please going a short
to the State boat in the morning.
25 mile wind 35 mile gusts. S.W.
wind. We sailed before the wind
for dawn and kept exactly even,
then turning the State boat in for
the advantage and beat her to
windward - coming in 2 minutes
ahead at Chambers Dock.
Not so much fun as it was
just a race and nothing foolish
happened.

Aug. 12th ~ 2nd. In at the float
for cleaning up after the rain.

Aug. 10th - 1920 - 1st Cruise -
Wind S.W. moderate. Foggy.
Drumge. started 8.40 a.m. Thunderway
at 8.50. Bunt pt. 8.55.

Telly, Departure 9.8

Log start 17. at 9.14

Sight 5 Mails Vm 14 15 11.

Round Cape Roß 14 15 12

Anchored 1.21 inner harbor of Edjatin

Blowing very hard - in violent puffs.

Smoking with. Anchored among
yachts - strong tide - capt of local
schooner said he never saw it so
bad here. Put down big anchor giving
too much room which nearly fouled me
on the turn of the tide with a yacht.
Sun came out with strong wind.

Dried out everything. Local fishermen
told us to a quieter anchorage

out of the tide - Got all snug
below then went ashore with T.
Met a Nantucket fisherman who was
Chamberlain's man. He told us
the lay of the land. We went to
the drug store for ointment for our faces
as the wind & salt had burned them
the color of beets. Then dined at the
Studley house - ~~with~~ - Then telephoned
Mother at Nantucket. Then to bed
- The air machine a "Success for"
sleep fine. A quiet night in
spite of the nasty wind overhead.
Woke up to rain softly.

August 11th - Edgartown.

Rain - Damn it - rain - in a
bull rowed ashore as my fisherman
friend gave me ice from the May D.
Then the local Market - Cream - milk
and peas, bread etc. They predicted

the old salt around the shore that
at the turn of the tide we'd have worse
weather as they were right - but it is
noon now as raining hard.

Pumped seven buckets out of the
clarkson hold - Put up awning
- great success. Two boys rowed out
and asked "Is that the Tiger of Nanhai?"
"Yes" - I replied. - "Have you an engine?"
No - I said - "Then - what did I tell
you - Ah!" says he to his friend.

We are under a cliff - apparently -
summer hotel for a row of people
seem to have their eyes glued on us.
Strange how absolutely foreign this place is
from ~~Nantong~~ compared to Nantong.

The character is totally different -
More villagish, people are more friendly
to one in the streets, and all want to
bath.

We stay aboard - the breeze now
goes down further - rain, wind heavy

This is the trip for M.

at 3 P.M. The rain stopped - fog set in and cleared. We had lunch aboard.

Did chores, fixed the awning tent fashion for the night - grand success - giving the boat a very swagger appearance.

A nautical smart craft indeed and the best looking in the harbor.

We went ashore at 5.30 - the friendliest people - they took our hearts away.

I doubt if I can ever be as faithful to Nantuxet again.

We raised lobster from the Prescote who gets them off Gay Head - Half filled the ship to keep them alive for the night.

Night very foggy with stiff S.W. wind.

Got 20 dollars for the work - Dan Tel.

instead of a telegraph office and old Dan Shute - opened a safe - told me he was born in Nantuxet - etc - a chair that came from a wreck and needs watching and is the



Edgarlain from our anchorage Aug 11th - 1920

Went thru telegrapher here - he explains he can't telegraph but his wife gets the message on the phone.

Aug 12th Thursday. Woke up to the sound of hard rain. Discouraged not a bit. Sun tried twice to come into the cockpit, but very briefly - Overcast day - in for a real bad shell as long as the wind is SW. Had a fine breakfast and a coffee & V. night sleep. Tacking off. Sun came out P.M. dried everything - put up

Arriving in the night. Went ashore for ice
water and food - perhaps a bit.

Aug. 13 (Friday) Woke to rain.

Buchits. Thunder. Rose at 9.30
~~at~~ Blue land all day. Sea came
out - drove everything. Went ashore to
get food. A bit discouraged by the
land blowing and bad weather. Saw
Jacksons new boat - he was the fisher
man who was imprisoned by the Germans.
See enchant article for the Gazette.

Afterschool trip - stars came out.
A bit - weather soft mild -
and we sat in the cockpit - the
town lights up by the incoming steamer
- looked a very town. We discussed the
"Unseen Forest" and said this was
another trip. Prepared food and
lazy Jack - got the hold stowed for
big anchors and all shipchaps for
tomorrow - for we have decided of

this morning is good to set sail.

August 14th - At 2 a.m. lightning
& wind freshening considerably. Decided to
take off during a calm & put in 3 reefs
against accident in bar as strong tide
was running. Then rising at 6:30
it looked as if it was blowing but
hard to bare. But later decided to go
as weather report said moderate and
to yacht flags were not stiff.
Under way at 7:30 - Haining difficulty with
heavy anchor at 7:30 - Ocherson all
exactly done. Cape Roze astern
8:20 a.m. Sea moderate. S.S. Jay
1 dead 26 port bow.

9:07 a.m. Sighted Munksgaard, Light-
wind - Lumpy sea. Cleared Long Shoal
at 9:17

Wind failed - let out reef - sailing under
2 reefs at 9:25 - Then wind
freshened up. Went through Lethes
at 11:30. - Bare 11:45 -
caught our mooring - put down
sail as the moon was the blow.
A really great adventure.

Put her up this season in
the laundry - Shippen Chase in
charge. Pease sold the laundry to
the "Shippen" girls - had a devil
of a time getting her "laundry"

Shippen Chase put in a new
cent board.

Sat. September 11th.

3 reef Breeze

NE breeze at Float - -

Jim Bowie Charlie & I on our
first real cruise

Left float at. 10:12

Bound Pt. 10:25

Blowing hard.

Very rough. Wind veered to N.

C. got sick - so decided to
weather it at Muskeget.Arrived there at 12:10 - 2 hours
from the float.Went ashore - crossed to Life saving
Station. Met Master Hove.Put kids in for two life boats.
Had delicious cold lunch. - Telephoned
Mother. for Station.Set sail - wind & sea moderating -
at Cape Poge ashore $\frac{1}{2}$ mile at
5:20.

The Gay Head passed us at 2015
and Capt. Sansbury was as good
as his promise to fire for the answer
our warning with 3 blasts on his
whistle. Oak Bluffs - looking up.
Reed calm in his room off home
arriving at 8 P.M. Had dinner out
at sea - arriving went to Govt moving
at their shelter and the town.
To bed at 9.30 very tired.

Sunday 12th

Good restful sleep. Fire worked up at the Vineyard.

Faint Westerly wind - raining.

Good breakfast. Jim cracked his dam.

Left Oak Bluffs 7.55 - Dark and overcast. Wind stiffened in a lough 2 reefs.

East Chop 8.10

(Sun showed faintly for 5" at 9 AM)

West Chop 8.25

Tarpan's Cove ahead 10.15

Decided to go up Mainship Bight in 20 set a course through Quicker's Hole for Cully's Head.

Robinson Hole at 11.07 ahead - Big seas - Atlantic Ocean swell.

Very rough. Blowing hard.

Enter Quicker's Hole 11.28

Water smooth under the lee of Nasheweena Island. Enter Cully's Head harbor - passing jetties at 12.15 - Anchor behind wharf

at 12.23. Came on to rain pilot pub.
We had lunch. Tired - long day.
Reamed up ship - oiled the stern and
anchor lights.

Went ashore. Tel. Nantucket. Heard May has
decided not to come till Thursday.
Had a errand. Saw a beautiful power boat
called the Harpoon. Bought lobsters for
Charlie to cook. which he did.

Sun came out at 4. drying things off.
Talked to fellow-cruisers like ourselves.
Early to bed and a sound sleep.

Monday Sept 13th.

Left Cuttyhunk - Sun well out. Tide going
out and a fair breeze

7.10 up anchor

7.25 east buoy turned - set on course ^{Wind S.W.} WbN

Fair breeze Wind shifts

8 A.M. Penikese Island astern

Full Atlantic swell - Breeze dying
out.

18.25 Wind fast dying out.

9.06 Flat calm. Tins put down line.

9.15 Still flopping. - Sun burning off
the fog.

9.30 Wind begins to breeze up.

9.32 Lighted Her and Chickens Lightships

10.15 H.L.C. ahead.
Breezy more. Half a whole sail breeze

10.30 Tacked ship to clear Old Cock.

10.31 Passed the spar buoy off Old Cock.

Very rough swell - wind S.W.

Very misty on the shore - could hardly
see Sahond Point. Suddenly through
the mist came a giant squall - so
suddenly - in just had time to lower
our keels - as then our sail.

Wind blowing N.W. as the two seas
meeting caused a terrible lurching
sea. We put in all our reefs.

11.00 Wind dies out. Let out full sail
again.

12.45 Dead calm. Saw Submarine off.

Newport.

2.40 - good breeze - so made up our
minds to ~~beat it~~ ^{run up} up Sakonnet River
for it would be a long heat to Newport.
We were tired of the Swallow.

This was so far the most beautiful
sail of all.

All right till 1st Trussel Bridge at 5.10
Squall began to blacken between the bridges
and at 5.20 we got the edge of it and went
through the second bridge - the rainbow was
an awe inspiring sight.

Magnificent work of Charles.

The squall parted and went on either
side of us - a little rain.
Charles said: "We struck the light
between the two and split it all".
Afterwards we read it was the worst
squall since 68 in Prov. We just
missed a bad time.

20-158 - Dropped Anchor in Bristol Harbor.

Breezy - up at night so put down esche anchor.

Slept well. Tuesday Sept 14

Went ashore - had lunch at Hotel after going all through Herreshoff's seeing the Resolute and the wonderful sailboat. Tel Ba - at 1 P.M. telling him to meet us at the Con at 5.30.

So up anchor at 1445 and tacked up the Bay blowing a stiff breeze just all we could carry under 2 reefs - arriving Pawtucket Con at 20 to Sisc.

Charley did beautiful work heaving into the Con against the tide and with no wind.

Ellen met me - went to Rumb.

Had dinner at the Golf Club.

Then to 115 Bond where Ba played on the organ till 12.

Weds. Sept. 15th.

Left Pawtucket Cn at 9.35. A.M.

Weather uncast. a. omens
Glass high.

12.35 Entered Newport Harbor

12.55 Dropped anchor - practically

3 hours. at 10 miles an hour -

going the tide with us. Only one
peak of the sun.

Got tired of Newport so had
lunch - burnt some food and
started out up anchor at 3.10

5.14 - flat calm at the Fort

Decided to run into Castle Point
Cn. Did so. Saw the light house
keeper who gave us permission to
lie at the wharf. - Very snug &
beautiful - Calm night. Cool.
and safe.

Walked about the cliffs and saw
Breton Reef.

We decided to get up at 3 - start at 4 and get across the ocean part of the return trip - in the early morning as it is apt not to blow so hard in the morning.

Thursday Sept 16th -

Got up at 3.15. Got a fine breakfast washed up. Dark & cold - overcast. Lighted heat stove. I then rowed - & towed the Light out of Castle Point Cove - leaving the cove at 4.20.

Dark - saw red & green lights of a big steamer - going into Harport

~~9.50~~ 5.50 A.M. Brekin Reef Light ahead

Light S.W. wind. Set our course East

7.55 Sakunt Light astern.

Breezing a little - tide with us.

8.30 Lighted Cuttyhunk

8.35 Line buoy 15 came out

9.40 Lighted Vineyard Sound Lightship
Destroyer in the distance - S of us.

10.10 Here & Chickasaw Lightships ahead
saw Old Cook

Charlie sick - jam me the wheel
Then it began to blow as we came
aboard of Penitence before dawn.
Then saw a fisherboat towing a
sunken barge down.

Blow so hard going before the wind
up Nausome that I could not sleep
in so we ran into a little cove
at last in all 8 or 9 up.

and ran into Hadley's Harbor and
dropped anchor at 1:20.

A delightful spot - a fairy place.

We slept the afternoon - rested.

Ran up morning. Got water.

Blow heavy - a squall came at night
the wind shifted to the NW. Stars
came out clearing the world like
magic

Friday Apr. Sept 17th

Rested all morning. Cooked up a
meat-stew with the annis left
over. at night.

Wind did not abate - till after
dinner so we decided to make
the Vineyard as it was much ~~a~~
a lee.

Left Hadley's Cove at 12.45

Stiff N.W. wind - 3 reefs.

Sea shmy. dashed through Woods
Hole - towing the buoy at 1 PM
In coming about we caught our
hinder and filled her - almost
loosing our oars. Saved them
tightly moment.

Went Chrs 1.25

Even Chrs 1.45 Breezy shmy

Then shmy - very rough seas.

Decided to go to Nantucket - hoping
for a lee under Muskeget. ^{Lowest peak}
at 2.45

Cake Pop ahead. 2.46

Sighted Munkaput ~~4.20~~ 3.55
Munkum ahead 3.50.

Terrible seas among the reefs
all port ahead 4.35

Zelly 5.30 - 4 hours & a half
from Woods Hole.

Brant Point ahead. 5.45

Tied up at the float at 5.54.

Wet - cold - but happy

One of the grandest experiences of
my life - a bucket cruise.

==

Put her up this season with Bwogi in
the Ship Yard. Had a new planking put
on.

1921.

Oct 13th - Maginel's return - and probably
the last ^{day} cruise of the season. Barney went
for the 1st time. Beautiful day - wind light
NE.

September 4th - 1921.

"1st Polp's Cruise." Rest Cure for Ba.

11 A.M. Wind NE. blowing 40 miles - so decided to wait till the wind moderated because as this is a rest cure we saw no reason in getting wet. Left at 4:30 after having lunch with Charlie Collins at the Boat House. Ba cooking flapjacks. We decided to make it under whole sail - all the other boats returning under 3 reefs. We had a glorious sail up went E.N.E. had to tack all the way. Wind blowing us down several puffs. The entrance buoy I made and Capt Riddel set, great comfort to us mariners - we came in landing once outside and - two hog backs we hit inside - anchored in the Eastern Harbour well up near the Mitchell's landing at 6:45.

Put up awning - stored everything snug. Had for supper - Cocoa (Hot) Cold Mutton - Bread butter and Quince Jelly - also a can of peaches. Washed up in no time. Then took a survey cruise in the "Worm" - and then 500 strokes for the air pump - Ba for his brain it as made it of course.

in 350. Made up in beds - and talked
till 10 P.M. Set riding light.

September 5th. Blissful day scalloping
Oysters. returned deary Polper at 1:15.
arriving at morning at 2:30

2nd Polpis Cruise. September 8th.

1921

Beautiful quiet day. Wind NE. Light.
Left Mooring at 11:55 - laid a buoy at
String rock entrance to Polpis harbor.
Anchored at 2 P.M. outside to lay
buoy. Had lunch - then sailed in
at half tide and did not touch.
Anchored in Western harbor 3 P.M.
Slowed everything snug. Put up awning,
and spliced new rope lashings while T.
took a nap. Then seeing Sid Michell
at his farm - took the "U.V." and sailed
to Bessie's landing. Sid gave us tomatoes
and squash and Bessie and wife for lunch
tomorrow. Then a swim. Escorted dinner -
and a moonlight sail in the "U.V." - and
so to bed.

This season was rather a failure
for the Boat had to lie at her
moorings for 6 weeks on account of
illness — during the faintest of all
weathers. She was put up Oct 24th
and every thing made ship shape. and
stowed in barrels aloft. Skipper Chen
taking the meat out. and Burnidge
storing her under the shed at the
"ways."

Wednesday - July - 2

1922
2 - Light SE Winds

Left Nantucket at 9:27 ~~10:17~~ A.M. - many
trade - Capt Collins, Capt Crosby, Capt
Strong and cabin boy Field - and a
bottle of rum.

Brant Point 9:50. —

Passed Tetties 10:07 - wind east -
set our course N.W. - tide running
east — Sighted lights - 10:50 —
bearing N-NW. — Sighted Cape
Poge 11:32 — grog was served to
all hands —

Rounded Cape Poge 2:15.

Came to Mooring at 3 P.M.

Furled sails and all hands took
grog. Sun shining - wind
Light S.W.

Sailed the harbor in the little boat
Took motor to Gay Head - passing through
Vineyard Haven - Beautiful drive - Shore
dinner. Stayed at Hotel - Capt Collins
deft about the light.

Thursday, July. up at 5. Breakfast with
Charlie & Ned. - Fine quiet morning.
Moderate S.W. winds. Tide will favor us
at 8 A.M. Waiting for Charlie. - Left
morning 8 A.M. —

at 8:03 - Just as we cleared dock
the tide took this small sail-
boat we were towing and the
tiller was caught - she upset -
- all hands - Lartine towed her
to shore - The light was anchored
and all baled! - Underweigh at

8:55 - At 9:08 - tow upset again

- 9:55 tow baled - smart shuffed - spars -
stored - and underweigh - 10:00

Grog served to all hands. - Cape

Poge abeam - 10:36 - Lightship

bearing E. by S - 10:42 - Sighted

Muskeget 10:47 - Water Tower - Nantucket

sighted - 11:06 - Put in 2 reefs off

Water Tower at 2:30 - Arrived

Jethers - 3:00 - Arrived ^{Anchored Float.} ~~Anchor~~

3:30 - Glass 7 Grog all round

all hands - cleaning - hoisting off boat.

Tecula & Tonia cooked steak while
Purcilla & Phoebe helped. Coffee - steak
and melons.

Wind freshening strong.

Weds report.

1922.

Ray S. Deering took over the Ship Yard from
Burns in October and so I had my boat put
in the shed - and ordered things done
which later on Deering was so much he was
unable to do - In the winter ~~John~~ Mary told
me that Helen Cook knew a man who had
just come here to live and to grab him as he
was the mate of the "Entomana" "Alison Arman
Brammer" - sister ship to the old Speedwell.
So he came to the house. We had several talks
and shook hands on a year.

1923

Employed Captain P. H. Pedersen March 12th 1923.

He canvassed the deck of the light - put in new seats around the tiller - Put mahogany ribbons on the light and a mast coat. Changed all the cleats to brass - Brass clocks - Painted her with black Ripolin - also white Ripolin for her cabin. He washed her out and painted her timbers and bilge with red lead.

We put in pounds of lead ballast.

A wire topping lift - canvassed. The mowing was overhauled - and new gear fixed.

The Cabriolet was put into commission and Pedersen put in a new grating. He turned off the tender and put her in Bristol fashion.

I bought a piece of land 30' X 18" across Old North Wharf almost opposite my boat house. The idea is to shift the present boat house - across - raise it 15 feet with the light to be shown under her, and a carpenter shop beneath aloft. Then build a ways and a new Boat house.

We came down for the season on June 21st after having spent 10 days with the Mannings.

At Albany.

We found the "Light" dressed in bunting to receive us. New sail cover with straps put on. Anchor put on deck with mahogany chocks. Portale block for sheet. Catnip put in commission - gratings fixed, etc. Cleaned up boat house. Put can buoy out to mooring. Fixed float. Put up awning at Boat house. Bran cleats on UU. Stowed rope and tackle aloft. Helped Sidney with his troubles.

June 28th Made a member of the N.Y.C.

The Light never looked so beautiful. Pedersen made brass borders for the port holes. She is painted with Ripolin black and her deck trim sides White Ripolin. Gold streak and white water line. New drain from Bow to Bed. A drain runs true. Already for Frank's and Prosser's examination. Must cable Frank.

Bertrams Oil
Polish
Dunbar



TION
EET

NE

Survey 9/8 1/2 mile

Open a line

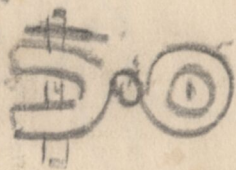
4 in
back hole



THE CENTURY ASSOCIATION
7 WEST FORTY-THIRD STREET

E.J. Willis
Chamberlain's Son
Mooring Can

578" Swivel



XX LIGHT XX

July 1st - Sunday. m h
P. & I tried out the "Light" - first sail of this season.
She responds beautifully to lead ballast - makes
her stacher and I can shoot far further in
making my moorings. At noon Stanley Butler
challenged Charlie and I in the Catnip with
one of his sailing ships and she trounced
us.

P.M. 3.30 Tania & I and P. had a glorious ^{on light} sail.
Whole sail breeze from E. and we went outside
and up to 2nd point. A few changes
necessary. - Sheet and halliards, etc.

July 2nd and 3rd - Working on Sidneys Boat - all hands.

July 4th - Fog - Damp. Fireworks at Leeds' Boathouse
with the Light house keeper and the Russian setting
off the pin wheels. Karl Adams raced my
"Catnip" and lost on account of not knowing the
buoys.

During the days following the halliards were reversed
and fair leads put in the spreader to keep all
halliards and lifts out of the fair.

Monday July 9th

Left moorings at 10. Two reefs - Wind NW. Fresh. Tacked well in along the shore passed the Water tower. Charlie in the Gilt Edge piloting us.

A beautiful day. We made the shoals and arrived Truckermuck at 1 P.M. The Carlises met us and took us to their house and Sambo cooked our lunch for us. We left at 3 and got in about 5.

We let out our raps and came booming in under full sail. The Medora at anchor. Prosser invited us to dinner aboard - a delightful evening. He told us of his opinion about the English debt - etc.

After dinner we came up on deck to find a star light heaven - the boat lights were on the wall and brimade - nothing so impressive. Strength and the very life of the ship. Came in to float in the land - searchlight flooding the floor.

Tuesday July 10th

Perfect Days -

An evening sail on the Light with T.

North E wind.

Wednesday July 11th

A gorgeous sail to Wauwiat - returning in the evening.
Found Rubey Small - a pathetic figure at Wauwiat.

Backus of the South Gate is looking after him. If
ever there was a tragedy. A silver - sea -

- sheffield silver and clouds as dark as

Tarnished bronze. Fred P. a fine seaman and
a splendid companion.

Wednesday July 11th Another evening sail.

Thursday July 12th Another beautiful summer day.

North wind - dry - cool - exquisite. Took Annie
Foster for a sail outside and up harbor. Read that my
old friend Albert Chevalier died. There is something
very touching to me in his going. "My Old Dutch"
as the "Soldier" sang it at Vailima is one of the
great memories of my life. Chevalier wanted to
play the Targman. and cling to that idea.
Somehow C.F. was against it. and finally Cyril Maude
played it. Supper at the Boat House.

Copper paint.

E.V. Rosemond

In putting up a catboat be sure to use
crude oil with a white wash brush and
paint over the copper paint - used season with
a wire brush she with just peel off clean as
a bear's tooth.

Mooring note.

Have a snap hook affixed on a small rope
with another snap hook at the other end snapped in
the eye - bring the rope aft. Then all you have
to do is to come up to your mooring till you
come abreast of your float. Then close snap on the
ring and pay out your sheet.

Brass Polish - "Betram's Oil Polish" - best for
the sea

Leid. 800. A's. to Pedersen for home -
1000
1000

